

**MARTELL'S
BRANDY**
AS SUPPLIED TO THE HOSPITALS.
PER DOZEN.....\$30.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

**PORTS
AND
SHERRIES**
AT MODERATE PRICES; TO SUIT
ALL TASTES.
PRICE LIST ON APPLICATION.
H. PRICE & CO.,
12, Queen's Road.

No. 13,944 號肆拾肆百玖千叁萬壹第 日廿月十年捌十二緒光 HONGKONG, FRIDAY, NOVEMBER 28th, 1902. 伍有禮 號八廿月十年貳零百九千壹英港 / PRICE, \$24 PER MONTH

TO DRINK AT
DANCES AND DINNERS.
CHAMPAGNE.
JULES MUMM & CO.
A CHOICE WINE FOR CONNOISSEURS.
**A. S. WATSON & CO.
LIMITED,**
WINE MERCHANTS,
SOLE IMPORTERS.
ESTABLISHED 1841. [a145]


JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky,
Sole Shippers—JULIEN PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]
**CUTLER, PALMER
& CO.'S**
PRICE \$11.75 PER DOZEN
NET
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a48]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
4.5 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
5.00 a.m. to 5.30 a.m. ... Every 15 minutes.
5.30 a.m. to 6.00 a.m. ... Every 10 minutes.
6.00 a.m. to 6.30 a.m. ... Every 15 minutes.
6.30 a.m. to 7.00 a.m. ... Every 10 minutes.
7.00 a.m. to 7.30 a.m. ... Every 15 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 85 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a1612]

**VICTORIA
CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always ready in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply Fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Finest quality of Speciality.
MCLEOD & CO.
6 & 43A, QUEEN'S ROAD EAST.
Hongkong, 1st April, 1901. [a2584]

**MACLAREN'S IMPERIAL
CANADIAN CHEESE,**
IN JARS (MEDIUM AND SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
Sole Agents,
Hongkong, 22nd October, 1902. [a2805]

WINCHESTER CARABINES
12 SHOT REPEATING CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK
LUTGENS, EISENMANN & CO.,
14, DES VIGNY ROAD. [a2746]

CHAMPAGNES.

**PAUL DOMMIER
IRROY.**
LANSON, PIPER-HEIDSECK, GIESLER,
KRUG, BOLLINGER, LOUIS RODERER,
POMMEY AND GRENO.
Telephone No. 75.
CALDBECK, MACGREGOR & CO.
SOLE AGENTS.
Hongkong, 14th November, 1902. [a1438]

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.
NEW BOOKS AND NEW EDITIONS.
Japan: A Record in Colour, by Mompou \$18.70
The Metallurgy of Gold, by Emsler 18.70
Power Transmitted by Electricity, by 7.70
A History of the World, by Allen 6.10
Practical Building Construction, by 4.00
Allen 30.00
Making of the Empire, by Temple 17.00
Webster's International Dictionary 3.10
Big Game in Central Africa 3.10
Cook's Voyages 1.65
Two Years Before the Mast 1.65
How to Make a Dynamo, by Crofts 4.00
Every Manufacture, by Gadd 9.75
The Nations' Pictures, Vol. 2, 1.50
The Doll-Man's Gift, by James 0.90
How to Dance 2.10
The One Before, by Barry Pain 2.25
Sandow's Strength and How to Obtain It 2.25
BOYS' AND GIRLS' ANNUALS.
DIARIES.
CALENDARS.
POSTAGE ALBUMS.
SANDOW'S DEVELOPERS.
SANDOW'S DUMB BELLS.
TONKIN AND SOUTH CHINA.
by Cunningham.
THE CHINESE SOLDIER.
by Cunningham.
CHRISTMAS NUMBERS.
CHRISTMAS CARDS. [a338]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.
[a384]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.75 PER DOZ.
Very soft, palatable, and nutritious.
EVERYBODY SHOULD TRY THESE ITEMS.
C. P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.
DOURO PORT,
\$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$22 PER DOZ.
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

LANE, CRAWFORD & CO.
FURNISHING DEPARTMENT.
WINTER SEASON'S GOODS JUST ARRIVED.

AXMINSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CENTRE RUGS AND MATS.
CHENILLE AND TAPESTRY CURTAINS.
&c., &c., &c.

LANE, CRAWFORD & CO. [a34]

JUST RECEIVED
SPICED NORWEGIAN ANCHOVIES (in small kegs).
SALT HERRINGS (in small kegs).
SALT SALMON BELLIES (in small kegs).
SALT EXTRA FAMILY PORK (in small kegs).
SALT GERMAN PICKLES (in small kegs).
SAUERKRAUT (in small kegs).
BONELESS CODFISH (in 2-lb. blocks).
Apply to—

G. GIRAULT [a40]

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)**
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS for
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICORAL METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD BITCHIE.
[a1] DODWELL & CO., LIMITED, General Managers.

**PHOTO-PLATES, PAPERS,
GRAPHIC AND CHEMICALS**
EASTMAN'S KODAKS, FILMS AND ACCESSORIES;
DEVELOPING AND PRINTING UNDERTAKEN
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a39]

THE BEST OF EVERYTHING
IS GOOD ENOUGH FOR MOST PEOPLE. BELOW ARE A FEW THAT STILL
LEAD ALL OTHERS:
"SCOTLAND'S BEST,"
"WATKINS' COUGH LINCTUS,"
"CROWN BRAND STONE GINGER BEER,"
AND "CARBOLACENE."
WATKINS, LD., HONGKONG. [a38]

COTTAM & CO.
HATTERS. FOR HOSIERS
EVENING DRESS SHIRTS, WHITE TIES,
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,
CAPS, AND TAM O'SHANTERS. [a17]

CHAMPAGNE "MONOPOLE."
HEIDSIECK & CO., REIMS
PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

CARLOWITZ & CO., Sole Agents.
[a788a]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.30 per Cask of 375 lbs. net or Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1605]

WANTED.
JUNIOR CLERK for OFFICE of General
Store, quick and reliable at figures and
good writer.
Apply by letter only to—
"STORE,"
Care of Daily Press Office.
Hongkong, 24th November, 1902. [a129]

SITUATION WANTED.
A N ENGLISHMAN, 30 years of age,
five years' experience in the Export and
Import trade of South China, seeks reconge-
ment at the end of the year.
Addr. as—
Z.,
Care of Daily Press Office.
Hongkong, 21st November, 1902. [a102]

WANTED.
\$1,000 is wanted by a Business
Man; on Good Security,
for six Months.
Apply—
P. T. B.,
Care of Daily Press Office.
Hongkong, 27th November, 1902. [a162]

WANTED.
A GOOD STRONG POLO PONY.
Apply—
M.,
Care of Daily Press Office.
Hongkong, 26th November, 1902. [a147]

WANTED.
BY A Young Man a position as CLERK.
Speaks five languages and is proficient
in typewriting and quick at figures.
Apply—
U. W.,
Care of Daily Press Office.
Hongkong, 24th November, 1902. [a137]

FOR SALE.
CRUISER YACHT for Sale; about 45 feet
over all. Fine Sporting Boat. Accom-
modation for Four. Price, \$1,500. Owner would
consider offers or sell share, as he seldom uses
the yacht.
W. ROBINSON,
ROBINSON PLANO CO., LD.,
Hongkong, 1st November, 1902. [a29]

HOTELS
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharves, and seven minutes' by Ferry-launch
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence—
By the day.....From \$5 to \$7.00
" month.....\$85 to \$110.00
" for Married Couple.....\$160.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect military arrangements.
Food both in European and Eastern styles.
H. RUTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [a159]

HOTEL INTERNACIONAL.
THE CHEAPEST HOTEL in Macao
Beautifully situated in Praya Grande
next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGE
Hongkong, 4th October, 1902.

HOTELS.
HONGKONG HOTEL.
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing,
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
Residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a48]

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 25.
Town Office: 7, DUNDRELL STREET. [a49]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902. [a2329]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a53]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a51]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEK" [a184]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been reopened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address: "BOAVISTA."
For Terms, apply to
THE MANAGER.
[a165]

VICTORIA HOTEL,
SHAMSHAN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a153]

floors that had no window or at less than octoth of the floor opening directly out into the street; that in certain cases specific alterations should be "compelled to be made" in the construction of his house" so as to provide an open space at the back of not less than 4 square feet; that certain other structural alterations should be made by owners of houses; and that owners of private streets and lanes be required at their own expense to surface channels and light the streets and lanes and maintain them in a sanitary condition. That in view of the drastic recommendations made by the Commission, The Commissioners then declared that there was "no need for the resumption of these (sanitary) properties"; being of opinion that the alterations and improvements which they recommended would render the greater part of the houses fit for habitation." In their report the Government would only be empowered to resume where the owners could not be got to agree upon a completed plan for improvement or where the lots were small and the buildings on them of such dimensions as to make the needed improvements in them at all stand would leave the owners no alternative but to carry out the practical purposes. The Commission's valuable report the Commissioners state it to be their opinion *Heretofore* that it is unnecessary for the Government to resume insanitary properties generally and that insanitary properties should be improved in the manner recommended in the report and that such improvements should be carried out by the owners. The Government's view was that should be carried out by the Government and the owners call it upon to refund the cost. That was the opinion deliberately expressed by the Commission. Mr. Jany by it is of eminent character and good standing in this Colony, examined before the Commission gave it as his opinion that there were a great number of dwellings in the Colony which were not fit for human habitation. In answer to Sir Thomas Jackson he said "There are a lot of cubicles in the Colony new which I would not allow—I do not understand why they are allowed to be there. That is very important, I think. Then you should give consideration to the next forcibly expressed opinion of Mr. Danby, a man well able to form an opinion on the subject with which he was dealing." In answer to Sir Thomas Jackson he said "I would not do with cubicles on all the floors you depreciate the value of the property. I take it the owner would lose from \$1 to \$1.50 on each house. Supposing he had a house of three storeys he would lose the value of the cubicles on each of the floors; he would probably lose \$1 or \$1.50 or even \$2." Well, sir, the Commission having reported, the fate which not infrequently comes to subjects of this kind is that the Government will report overtook this subject; nothing was done and it was not possible at the time to do anything. However that may be, the feeling of the community seemed to be that something should be done, and in the year 1901 there was a petition addressed to the Secretary of State for the Colony which was very largely signed by all the unofficial members of the Council except the members of the Government. It was in every language in the place; that petition dwelt in language which in many cases it was impossible to say was too strong on the great danger which this insanitary condition of Hongkong laid upon every person inhabiting the Colony. The petition asked the Secretary of State to take into consideration the matter which had been laid before him and appoint a special Commission unconnected with the Colony to go to the United Kingdom and to report on the matter from which the Colony was suffering and report what could be done. And the petition added the request that to the Commission should be attached some independent sanitary expert to advise. This was done. Mr. Osbert Chadwick, then when there is no more eminent civil engineer, came out along with Professor Simpson. In the concluding paragraph in the prayer of the petition it was asked that the matter be considered and a report of such Commission the Secretary of State would give directions for the recommendations of that Commission to be forthwith carried into effect. Bearing in mind the wishes of the public as expressed deliberately and forcibly in that petition the Government determined they would endeavour to do what they had been asked to do. In order to effect the carrying out of the recommendations they asked Mr. Chadwick and Mr. Simpson to prepare a Bill. A Bill was prepared accordingly with the very able efficient assistance of Dr. Clark, the Medical Officer of Health, and that Bill after receiving the close attention and consideration of these gentlemen was presented to this Government. The Bill was introduced into the house on the 7th of July last. As then introduced it was the product of Mr. Chadwick, Simpson and Clark. Every word in it was chosen and every sentence framed; therefore it contained nothing but the recommendations of the Commissioners who had been invited at the request of the petitioners. Of course if that Bill had gone to the second reading and subsequently to the house I should have asked and expected hon. members to have supported it, because the Bill did nothing more than that which they asked for themselves; they have asked for independent and competent advice; they have asked for a report and recommendation, and then they take the somewhat unusual but effective course of implying that the Bill should be departed from; the Bill which gave effect to the recommendations that they had asked should be given effect to. Of course, we know it is one thing to ask and another to be satisfied with what you receive. So it turned out that the Bill after it was introduced was not supported. It is scarcely at that time with the requests and the fact that the Government do understand them, of the public mind with considerable opposition, not because of the principle on which it is based, but as regards the details to which it was intended to give effect. So much was the Bill criticised by the architects as to the provisions with which it dealt with the structural provisions of the Bill, and by persons who were affected by the Bill, that the Government felt that the Bill could not be forced through the Council without the recommendations and criticisms being considered. In considering them the Government found many useful and valuable suggestions which they thought it right to adopt and give effect to. In fact, the reconsideration of the Bill generally made the Government withdraw the Bill which had been introduced and introduce a second Bill which was the Bill which we are now to introduce. It is not the intention of the Government to give effect to the recommendations of the experts, except in so far as it relates to those recommendations which were in accord with the recommendations of Sir Thomas Jackson, Mr. Whitehead, and Sir Paul Chater. That

to say, it will be remembered that I pointed out to the Council that these gentlemen thought that no compensation should be given for anything at all, and that the owner should bear the cost of improvements. I was the first to present a plan of the Cheswick case, and I am a firm believer in that case. The Government originally intended to go. At the time we introduced the Bill, we had the support of at least three members of this Council and of the two experts. The Bill, however, as now introduced, provides for compensation to be paid. I may say the Bill proposes to provide for compensation where it can be legitimately paid, and where it cannot be paid there, unless in some cases where claims may be paid which will not be legal. In the case of the windowless cubicle, we do not consider that a case in which claim can be legitimately made. The Bill, therefore, does not provide for any loss which may fall upon a man, by precluding him from housing his tenants in windowless rooms. The Attorney-General went on to read for us a number of extracts dealing with the subject, and bearing out the view that he had put forward. The extract was as follows, and was taken from the issue of 28th July:—"No one has any sympathy for the property-owner who allows his property to become insanitary of itself, who lets out his property to rust-rendering sub-tenants, or resorts to overcrowding to entice himself to not so good a Lord Rosberry degree of income. In a scathing denunciation of this man's conduct, in the early part of 1889 Mr. Walter Long, President of the Local Government Board, replying to a deputation from the Housing Associations, said, 'he entirely concurred with the view expressed. The owner of a slum property who allowed that property to fall into a disgraceful condition, and imperilled his tenants, was in the eyes of the law to be held to be considerate, and deserving sympathy.' Well, the Government do not recognise any right to compensation by persons who have their tenants in windowless cubicles. The compensation clauses provided that for slaughter of animals compensation to be fixed by the Colonial Veterinary Surgeon, for damage done to clothing, &c., during disinfection, compensation by the Sanitary Board, and for the purchase of new premises. The Government have said that the compensation is limited to 40 feet; compensation for land left uninhabited to be fixed by arbitration. Also, where land is to be resumed for scavenging houses—a very valuable provision which the Government hope will meet with the approval of this Council; also the Bill will provide compensation for refusal to allow reconstruction of buildings over an entrance to a street or over a public highway. The compensation of buildings is limited. The amount to be allowed is to be fixed by arbitration. The composition of the Board will be such as to command respect and confidence. The Government will appoint one member, the owner will appoint another, and the Police Judges of the Colony, in the case of disputes, will be the umpire in allowing for compensation in the case of buildings, and the setting back of buildings, and removing the same. The Government have been happier farther than they need absolutely have done; that is to say, there was precedent for not doing it. As the law exists, it has been enforced since 1889. It limits compensation at height of buildings. However that may be, this Council provides for compensation in numerous cases, and H.E. the Governor, after giving it due consideration, has come to the conclusion that it is right and proper to concede that it is right and proper to allow, so far as it relates to the abolition of windowless cubicles, however, no compensation is allowed. I have every reason to hope that the Council will receive the Bill with every satisfaction. I think, for every reason I have advanced, the Bill as now before the Council should meet with practically unanimous support. I move the second reading (Applause).

The COLONIAL SECRETARY.—I beg to second Mr. Ayres and has fallen into one slight snag. When he said that on the report of the Sanitary Commission no action was taken until the Bill was laid before the Council. As a matter of fact, the Sanitary Properties Ordinance, 1889, stands on the Statute Book, and it has effected many improvements. It is but right to say, at the same time, that in some instances some of the provisions were abandoned owing to opposition to them. There is a saying that history teaches and it is true, but it is a saying that means is that men learn as slowly the lessons which experience would teach them, that they commit the same mistakes over and over again, and that these mistakes entail the same consequences. Members of this Council will remember the prediction of Mr. Ayres in 1874, and history records that when the Public Health Act of 1883, the first attempt to put the city in a satisfactory sanitary state, was brought in, it met with such strong opposition that many of its most important provisions were abandoned. How awful, how foolish, were the men of those days who opposed that bill! What a train of sorrow and sickness did their action in those days bring upon this Colony. I feel certain, sir, that their action will not be imitated now by those who sit here in their places at this table, and by my friend the Senior Justice of the Court, who was at that time a member of this Council, and ever since, I am sure, learned that the health of Chicago can be improved by the adoption of Western sanitary measures. My friend the Attorney-General has referred to the fact that the Government does not intend to give compensation for the abolition of windowless cubicles, and I would like to point out, because it is sometimes said that the Government is solely responsible for the abolition of these buildings, that the abolition of these buildings was possible under its own laws, that even in the laws that existed before 1884 it was quite possible to construct houses of a sanitary type, which would have solved the cubicle question and given a window to each cubicle. We have it stated to that effect in the letter from Mr. Darby which is addressed to the Housing Committee which sat in 1884, and in the letter from the Sanitary Commission, 1889, that existing houses comply with the requirements of existing Buildings and Public Health Ordinances. "Architects are powerless to introduce such improvements as we should like if our clients refuse to adopt our suggestions, which they almost invariably do. Now, sir, I say it is very difficult to so frame a law that nothing objectionable can possibly be built under it, and if the Government were to blame in the past for the existence of these buildings, the Government of properties must accept some responsibility if they have not followed the advice of their architects and built houses that were reasonably sanitary. Sir, the supporters of this Bill—and I am sure everyone round this table will support it—do not pretend to believe that this will banish plague from these shores forever, but what they do hope is that, coupled with improvements of areas and the abolition of insanitary tenements, the plague will be put into such a condition that plague and other disease will be lessened, and that when the wave of plague which at present has spread over a large portion of the globe shall have receded, the next wave that takes place will

that I feel instinctively against our shores, and that like rats will attend every other epidemic of infectious diseases. (Applause.)

From Mr. H. J. Wilson, I have nothing to add. I think the Bill is in fact, so far as the principle of the Bill is concerned, I have an excitement in saying that I, in common with my unofficial colleagues in this Council, support it heartily. With reference to the remarks of the Colonial Secretary concerning myself, that the health of the Chinese could be improved by Western sanitary measures, I may say, sir, I do not remember that at any time I have ever asserted that the Chinese are not improved by Western sanitary methods. I always believed that sanitary measures will benefit the Chinese, if properly carried out, as well as any person in the world, and I do not oppose sanitary measures for the Chinese just because I think it would not improve them or benefit them. But I do oppose any measures that have been hastily adopted. During the ten years that I sat on the Sanitary Board I opposed every measure that was suggested that was not in accordance with the principles of sanitation to which I have been thoroughly exposed to the Chinese, and without adequate provisions having been made for the carrying out of these measures. Now looking at the present Bill, as I say, I only was opposed to the Bill on this account. We all agree, as the learned Attorney-General has said, that the sanitary improvement of the colony is necessary, and we are all anxious to support any measure for improvement. But at a certain time, sir, taking the Bill which was drafted in April and submitted to me in April, we could not possibly support it; in fact, we would have offered a very strong opposition to it, and the reason is quite plain, because, compare the Bill that was introduced in April with the Bill now before us, and one cannot but be struck by the change in the second one. The whole difference between the two Bills is that the Bill now before us is in accordance with the principles of sanitation. We quite recognize that in private individuals must keep his house in sanitary order; and that the landlords must maintain their buildings or their houses in a sanitary condition. Now, what does the sanitary condition mean? Well, sanitary condition varies from time to time. In this Colony, when sanitary science was scarcely known, some ordinances were passed simply for the construction of houses, and for the removal of refuse to be sent to the sewer. General—That is the title of the Director of Public Works—for approval. When the plans had been approved, the Chinese were permitted to build their houses in that particular fashion. Now, after a certain time, we have found out that those houses are badly designed, and we have also learnt that the sanitary science of our days is quite different from what it was before. So we have come up to the landlords and say—“We cannot allow this to be done; we must ask you to build your house, or to alter it, after a certain fashion, in order to meet the sanitary requirements of our present time.” Now, landlords and owners of houses do not dispute that it would benefit the public health very much indeed if they were to follow out these later plans; but then they have already built their houses in accordance with the law which obtained at the time they were built and had their houses in their houses sanctioned by the prescribed authority at the Public Works Department, and they say, “if you wish us to alter our houses in order to suit or benefit the public, we will do so if you give us reasonable compensation,” anything that tends to the public good must be paid for by the public. We hear, of course, of sacrifices for the public good; well, such measures as these landlords are heroes. But you cannot expect every landlord in this Colony and every owner of houses to make such sacrifices. You must get their money in houses because they will bring in an income to them of some 3 per cent. They come to this Colony, relying upon the justice and fairness of English law and the protection of the English flag, and invest their money, and they thought at the time they invested in these houses that they were built in accordance with the law existing at the time. Now what right has any legislature to turn round to them, after making their investment, and say, “We will alter the sanitary law, and require you to make certain sacrifices?” Suppose they have bought and paid for all these houses, are they going to be sacrificed for the good of the public without compensation from the public for it all? If any landlord likes to sacrifice his land for such a public purpose, he must be called a philanthropist and a public benefactor, but he can scarcely be considered a business man. Now, the present Bill that has been drafted and submitted to the Government, does not call for compensation, and it is that that we have been fighting for. Our earlier opposition, sir, was not because we do not desire sanitary reform or improvement. A large number of my unofficial colleagues in this Council signed the petition to the Secretary of State for the Colonies asking him to send out experts to examine into the condition of this Colony, and to report and make the necessary sanitary improvements to the Chinese; and I think, because we are the representatives of the people, that there is a general feeling in the Colony for an improvement in sanitary matters in this Colony. We are all in favour of that improvement, the only thing we desire in return from the Government is this—that we get just compensation. If the Colony is to benefit by these sanitary improvement, it should pay for them. Now, as I say, the Government has not done this. Now, the principal objection to the Bill, but at the same time I regret to see that there is no provision in the Bill to deal with the windowless rooms, as the learned Attorney-General terms them, although they are better known under the name of cubicles. There is no doubt in my mind, and I do not think there can be in the minds of any one who has been in the Colony a few days and looked round, that the greatest sanitary danger amongst the Chinese is in the windowless rooms. They are dark and unhealthy, and yet these cubicles have been permitted by the Government to exist. House after house has been built for years and years with these self-same cubicles, and all these houses have been permitted by the Government. And yet without these cubicles it is impossible for people to live in them with privacy. I say it is a very great mistake. Ordinary Chinese houses are built of 40 or 50 feet wide, the thickness of the outer walls and you will find they are about 13 feet or 13 feet six inches broad and their average depth is about 40 or 50 feet; some go down to 80 feet. Now, what man can make use of a house like that or the floor of a house like that without cubicles? It is impossible for any family to do it if they are to have privacy, and therefore the Chinese have got to live in cubicles. The thickness of the walls of 40 or 50 feet and only 13 feet wide, into a number of small rooms, which are called cubicles. Now, the growth of these cubicles is not Chinese altogether, for the Chinese learn to make use of the cubicle only in Hongkong. If you go to Canton and see the houses there, you will find nothing like cubicles in regular, proper Chinese houses. But the Government here, the law here, the Public Works Department, these long narrow houses to adapt this method of providing accommodation for their families. Now, what is to be done to do away with these cubicles? I understand it is not to be done in the

(Continued on page 31.)

PUNJON MINING CO., LTD.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the shareholders of the Punjon Mining Co., Ltd., was held yesterday at noon in the Company's offices, Deaconsfield Arcade. Mr. R. Chatterton Wilcock (Chairman) presided, and there were also present Messrs. Thomas Howard W. Parlane, J. F. Barlow, George G. W. Perry, E. C. Sutherland, J. Meston, H. B. Soares, H. B. Bibbidge, and W. Kerfoot Hughes (secretary).

The Secretary having read the notice calling the meeting,

The CHAIRMAN said: Gentlemen, we are now here today merely to confirm the special resolutions passed at the last extraordinary meeting. Before doing so, however, I would like to say that we have received a letter from the manager in which he made a proposal relating to this tin mine, and I shall try to satisfy you. Really the Board did not propose to entertain it for a moment, and I am quite sure you will not; but I would like you to know it because it will show you that the manager himself has great confidence in the future of the mine. The letter is dated 30th October, and we received it on the 14th inst. —

"I mentioned then that to thoroughly prospect the concession would require more capital, as you will understand that the present prospecting work carried on by me is very small."

I could only be too pleased to see vigorous prospecting work carried on in the vein, but it needs a large amount of capital and labour to do it effectually.

Judging from the Chairman's remarks and from recent correspondence, I gather there is some difficulty in raising the necessary funds, and I trust you will not take it amiss if I make a suggestion which may place a stop to all this trouble so far as the tin mine is concerned. There would be to develop swah only keeping only one European there, assisted by one or two Chinese miners. The mill to be run by myself with the assistance of Mr. Richardson the accountant, who at the present time is helping me in this work and allowing me to get about for several hours during the day. The Company to make some arrangements for disposing with the services of Mr. Richardson, and to pay him his salary, and to be done amicably by offering them a return passage or such other inducement as the directors may deem fit. The labour would be considerably reduced all round with a corresponding decrease in the expenditure. As soon as profits are obtained from Swah we could then consider the resumption of prospecting operations."

Well, gentlemen, we replied to that on 20th November to the following effect:—

"I have been requested to inform you that the directors will always be pleased to consider any suggestion you may make for the better management of the Company's interests. In this case, however, the directors consider that your services are too valuable to be applied to the purpose proposed in your letter under reply."

To run the mill yourself with the assistance of Mr. Richardson.

The Board agrees with your views in regard to vigorous prospecting not only in the North but at other places in the concession which may appear promising, but without relinquishing the business already being conducted at Swah and its immediate vicinity, where success may be expected, as is forewarned in the concluding paragraph of your letter.

"You may observe by the cutting from the newspaper enclosed, that the proposed increase of capital, \$83,000 was unanimously carried at the meeting of shareholders, and as the directors hope that this sum will, with the winnings from Swah, enable the Company to proceed with the mine, and if you will place yourself in communication with Messrs. D. Miles & Co., either by letter or telegram, and request them to send you two suitable miners as soon as they can meet with them, unless you believe you can engage suitable men in the Straits who understand the Malay language."

With two additional men, you will then be able to spare Mirichion or Angkut to prospect the tin deposits thoroughly, and anything that may be found beyond the limits already known to be the best way of developing, whether by our own employees, or by leasing it to the natives or Chinese.

"It might possibly be desirable, under any circumstances, to lease a limited area of the tin land to natives or Chinese on terms which would be remunerative to them as well as to ourselves."

Well, gentlemen, we considered it would be absolutely absurd to dispose with the services of the two miners, who have proved themselves very efficient, and to whom the tin could be leased, and we interpreted and found a good deal of valuable ore at different times, and who have besides learned the Malay language, a great consideration, because they therefore can get on much better with the natives; and we should be putting the clock back very materially indeed if we were to reduce our staff at the present moment. Therefore we approve and believe that our action will be approved by all shareholders. I may mention that since the letter was written, dated the 11th instant, in which the manager says:—

"Swah.—There is nothing fresh to report concerning the stopes. Good progress is being made with the No. 3 tunnel—the tunnel to intersect the air-shaft, and referred to in my last letter. A contract has been let to Yeung Pook to procure surface stone at 40 cents per ton. I think we will have sufficient stone to keep us constantly supplied with this material."—Mirichion and his gang of coolies are working between Swah and Pang-gong, and I am pleased to say he has obtained some very good prospects from a few fisters of stone in one of the trenches which is being worked to intersect large "blow" of stone."

So that there is every prospect of our getting plenty of stone to the present; and if we can lease the tin land to some advantage to Chinese—which I believe is very possible—we shall have another string to our bow.

The manager, in his last report referring to this tin land writes:—"The Early in April a Malay reported that he had discovered tin in the southern portion of the concession. At first it was thought to be of some value, but when tried later, the wash proved to be very shallow and the tin of a very low grade. I have not been able to spare any of the Europeans to prospect in this district but will do so as soon as circumstances will allow."

Now, we considered it very important that this should be prospected and opened up and the jungle cleared. The Chinese, we think, could do that for a small fee, and we would be willing to give them a lease; and as tin is being worked only about twelve miles away, I see no reason why this tin should not turn out remunerative. At any rate it is our duty to try, and I think it is very well worth while now detaching one of the prospectors to thoroughly prospect it. With these remarks I will just propose that the following special resolutions be confirmed:

1. That the capital of the Company be increased by the creation and issue of 60,000 new ordinary shares of \$11 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 ordinary shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one

CHRISTMAS & NEW YEAR CARDS

ILLUSTRATED WITH VIEWS OF
HONGKONG AND CHINA.

EASTMAN'S

KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING
WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES
FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A. QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 16th November, 1902.

[208]

VICTORIA LITHOGRAPHIC WORKS.
31, WYNDHAM STREET.

CENTRAL AGENCY:—J. LANDHOLT, THE PHARMACY, 14, QUEEN'S ROAD CENTRAL.

VISITING CARDS
Engraved and Printed equal to the best
Copperplate work.

**CHEQUES, BILLS OF EXCHANGE,
COMPRADORE ORDERS,**
Engraved and Printed by European Artist

GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

**THE HANOI EXPOSITION
IS NOW OPEN**

A SPECIAL DEPARTMENT has been formed at the French Consulate, Hongkong under the direction of Monsieur A. Bodard, which will supply ALL INFORMATION to INTENDING VISITORS, respecting accommodation at Hotels, Tariffs, Steamer Fares, &c.

SPECIAL STEAMER SERVICE

THE MESSENGERIES MARITIMES MAIL S.S. "HAIPHONG"
now maintains a regular service between Hongkong and Haiphong as follows:—Leaves Hong-
kong 1st, 11th and 21st of each month. Leaves Haiphong on 5th, 15th and 25th of each month.
Specially Reduced Fares as follows:—

First-class Single Ticket	845	Second-class Return Ticket	845
First-class Return Ticket	75	Fourth-class Single Ticket	14
Second-class Single Ticket	30	Fourth-class Return Ticket	20

Steamers of the Marty and the Jensen Lines make frequent sailings between Hongkong and Haiphong.

P. THOMÉ,
Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 17th November, 1902.

share of \$11, with the sum of \$30 paid up thereon, to be given in live and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.

2. That of the remaining \$1 payable in respect of each of the new shares the sum of 50 cents be paid on the surrender of the old share, and that the remainder be added up (if necessary) and paid in such manner and in such instalments as the Board may determine.

Mr. PARLANE seconded, and the motion was agreed to unanimously.

The CHAIRMAN—That is all the business of the meeting, but if any of the gentlemen present would like to read the letters, these are open to inspection. I have read only such extracts as I thought would interest you, but any memberholder is at liberty at any time to see the letters from the mines.

The meeting then separated.

London, 12th November.
The German papers praise Mr. Balfour's speech as statesmanlike and conciliatory.

THE ISDIA OFFICE.
London, 9th November.
It is rumored that Lord George Hamilton will remain at the India Office, Earl Grey resending another appointment as soon as the first opportunity offers.

THE EDUCATION BILL.
London, 9th November.
Bishop Gore has withdrawn his support from the Education Bill.

THE BAGDAD RAILWAY.
London, 9th November.
The *Noroo*, Germany's bitterly attacks Mr. Delassus for favouring Germany, by his attitude regarding the Bagdad railway concession, at the expense of Russia.

ANOTHER SIAMISE PRINCE'S TRAVELS.

LATE TELEGRAMS.

NEWS VIA CEYLON.

THE KAISER IN ENGLAND.

An extraordinary amount of speculation has been excited over the real object of the German Emperor's visit to England. The belief that he has some political object in view is greatly strengthened by the fact that several Ministers, including Mr. Balfour and Mr. Chamberlain, have been invited to meet him at Sandringham. The majority of the home papers have adopted an expectant attitude; but they warn Ministers to be very cautious. The German press, on the other hand, is showing considerable uneasiness as to the English attitude. It is noted that the recent inflated state of opinion between the two countries would react unfavorably on the Kaiser's plans, if he has any. The London papers respectfully greet the Kaiser but declare it would be affectation to pretend to be enthusiastic in view of the attitude of Germany during the war. The *Spectator* suggests that the Kaiser will request subsidy for the Bogard railway for the carriage of the Indian mail with the object of interesting Great Britain in the enterprise, thus arousing hostility between Russia and Great Britain.

London, 10th November.

The *Daily News* says the Kaiser's visit refers to the *quid pro quo* sought by Germany for her quiescence while we completed arrangements with Portugal with reference to Dingoa Bay and the situation connected with Germany's sudden refusal to evacuate Shanghai on the usual political conditions.

The *Times* rebukes the wild and reckless speculations of some of the halfpenny papers with regard to the Kaiser's visit.

STILL LEADING.

"CLUB"

A SCOTCH WHISKY OF EXCELLENT

QUALITY AT REASONABLE

PRICE.

PREMIER'S GUILDHALL SPEECH.
London, 10th November.
Mr. Balfour, speaking at the Guildhall, said that the war had answered affirmatively questions asked before the war—Whether the British were desirous for peace, but ready for war; and whether the Colonies were ready to fight for the Empire. He refused to discuss the wildest and most fantastical inventions relative to the Kaiser's visit. He said that Smallpox was of no very great Imperial importance, and only attracted such interest because it brought into high relief Italy's friendliness and readiness to co-operate for their common interests.

London, 11th November. ... PER DOZEN \$30.00

On the whole Mr. Balfour's speech at the Guildhall has been well received by the London Press. The *Daily Chronicle* regrets that the speech did not breathe a greater energy and less quietism. The *Daily News* received Mr. Balfour's declaration of policy with feelings of deepest relief.

H. PRICE & CO.
12, QUEEN'S ROAD.

12, QUEEN'S ROAD.

BANKS

THE
DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tads 3,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin
Tientsin
Calcutta
Tientsin (Kiautschow)
Hankow

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DES BANQUES

INTEREST BEING DISCOUNTED ON Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted
at **H. W. ^{and} Co.,** Managers.
Hongkong, 4th October, 1902. (24)

**THE MARCANTILE BANK OF
INDIA, LIMITED.**

AUTHORISED CAPITAL	1,500,000
SUBSCRIBED	1,125,000
PAY-DUP	562,500

RESERVE FUND: 500,000
 LONDON JOINT STOCK BANK, LIMITED.
 INTEREST allowed on Current Accounts at
 the rate of 2 1/2 per annua on the Daily balances.
 ON FIXED DEPOSITS:-
 For 12 months..... 4 1/2
 " 6 "..... 3 1/2
 " 3 "..... 2 1/2
 EVAN OLMSTON,
 Acting Manager.
 Hongkong, 1st April, 1892.

THE BANK OF TAIWAN (FORMOSA)
 LIMITED.
 INCORPORATED IN JAPAN.

AUTHORIZED CAPITAL Yr 5,000,000
 PAID-UP CAPITAL " 2,500,000
 HEAD OFFICE.—TAIPEI, FORMOSA.
 BOARD OF DIRECTORS:
 KAZUYOSHI YAGU, Eng., President.
 Takeshi Doi, Esq., Muneyoshi Tetsuno, Esq.,
 Hiromi Kawasaki, Esq., Peter Shimekasa, Esq.,
 KIRAZO YAGU

TAIPEI, 16th August, 1992.

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....2,940,000
RESERVE LIABILITY OF SHAREHOLDERS.....2,100,000
RESERVE FUND.....2,650,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent.

"	"	"	6	"	34
"	"	"	3	"	24

T. P. COCHRANE,
Acting Manager.

Hongkong, 4th June, 1942. [117]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Centre
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length...	523 feet.
Length on Blocks	513 "
Width of Entrances on Top	52 "
Width of Entrances on Bottom	52 "

Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length...	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	56 "
Width of Entrance on Bottom	83 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP (at KOBEU.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
TEAMER, 12 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. 1534

HOUNG CHEONG & CO.,
TAILORS, DRAPERS AND
OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER

30 YEARS.

Clothing made to fit to perfection. Silk
goods of all kinds. Chinese Grass Cloth and
Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD
CENTRAL (South side)

Hongkong, 6th September, 1902. 2259

A. LING & CO.
68, QUEEN'S ROAD CENTRAL.
FURNITURE STORE.

FASHIONABLE CENTRE CARPETS,
ELECTRO-PLATE, LIQUOR FRAMES,
POOCHOW LACQUERED WARE.
Hongkong, 31st October, 1902. [285]

C. E. WARREN & CO.,
30, DES VUEX ROAD CENTRAL.
BUILDING CONTRACTORS, STONE-
AND MONUMENTAL MARBLE
MASONS
AGENTS for the TAIWAN STONE and
BEST LIME FACTORY
the HONGKONG BRICK & TILE CO.

All kinds of SANITARY APPLIANCES
Supplied and Fixed.
 All classes of Building Construction under-
 taken. Sanitary Board Notices receive prompt
 attention. We carry the Largest Stock of
 CEMENTS in the Colony. Call and See.
**Try the Taiwan Stone Lime—the Best in
 Far East.**
Hongkong, 1st October, 1902. **12605**

(Continued from page 3.)

Bill, which provides for open spaces in the front and back of buildings, and just now the learned Attorney-General says he wants to limit the house to 30 feet depth, in which case the walls will be 13 feet—this depth is out of proportion to the width, and you can imagine a room 13 feet wide and 30 feet deep inhabited by a number of the Chinese working-class, who are none of the cleanest, and who will keep it for the moment up to the full capacity of the house that the law allows. It would have been much better if the Government had considered a plan to carry out the improvements at once, to give every Chinese window and proper ventilation and light. If that were done, the great insanitary evil of this Colony would be done away with for ever, and I believe that plague would disappear from our midst, and the amount we saved every year would simply pay the expense the Government would be involved in in granting compensation or in resuming every three houses in the Colony. Now I do not think it is necessary in the second reading to go into details of the scheme, that will come in its proper place, when the House is able to point out certain matters in various parts of the Bill which might be improved. All I can say for the present is this—that since the Government have recognised the great principle of compensation, as far as we are concerned, as representatives of the people on this Council, we have no objection whatever to the second reading of this Bill. Of course, when the Council goes into committee on this Bill we shall very likely wish to offer a few remarks for the consideration of the Government. There is no provision made, for instance, for the spreading of the population, and it seems to me that in a Bill of this kind some attention should be given to the removal of the people and the prevention of overcrowding in future. Of course the remedy, when it is considered, will assist us to a certain extent, but at the same time I think the Government would be advised to give its attention to a scheme for the providing of house accommodation for the working classes. I think it is in that direction that we should proceed. With these few remarks I beg to support the reading of this Bill. (Applause.)

Hon. C. S. SHARP.—I think we may well congratulate ourselves upon the fact that the Public Health and Buildings Bill has been withdrawn, and that some time has been spent in devoting attention to the Bill now before us, for it is evident that such additional time has been well employed, as the new Bill in very many of its particulars shows very great improvement on its predecessor, and I would even go so far as to say that what in some particulars was rather absurd in the Bill has been turned into one of much more reasonable and workable character. I fully approve of the spirit of this Bill, which I think will be welcomed by the thinking portion of the community as a step distinctly in the right direction—the direction of setting our house and Colony more in order from a sanitary point of view, and thereby assisting in putting a stop to the necessity for the heavy expenditure of recent years in combating the epidemics which have unfortunately visited this port to say nothing of removing the serious disabilities and inconveniences from which the important commercial interests of the port have been suffering from some cases. I am a firm believer in the saving virtues of more light and air as one of the best means in assisting to combat and remove these epidemics and diseases, of which we have unfortunately had so much of recent years, and this Bill will assist us to go far to prevent the remedy, but there is an old proverb that one may be able to lead a horse to the water, but not be able to force him to drink when he is not there, and we shall still have to see if the campaign of houses can be induced to avail themselves of the property of all the sanitary measures which will be provided by this Bill. It is well, too, to remember that the experience of the past year has shown us a way to show that with the present existing laws, and a timely cleansing well ahead of the season when these diseases usually make their appearance, and other sanitary precautions taken in good time, such as the extermination of rats, &c., these outbreaks can be considerably mitigated. If indeed they cannot be prevented altogether, at all events there seem to be some reasonable grounds for such a belief. Some interests will undoubtedly be placed by the measures in contemplation, and by a small number of matters in the Bill will require amendment or modification in Committee, but the main principles of the Bill I think are to be commended. The question arises whether the measures in contemplation are of too drastic a nature, and this is a point to which it will be necessary to give the most careful attention. There must undoubtedly be a point at which the necessary items of expense and expenditure come in, the cost as weighed against the advantages to be gained. I shall be paying the dear for our white? Shall we be driving away Chinese population from the Colony, and thus bring loss to the community and all its interests, possibly by causing living expenses to go up to such a point that labour will become so much dearer and scarcer, and thus cut off one of the advantages from which this Colony has hitherto derived much of its prosperity as a manufacturing and distributing centre? I confess to having some misgivings about this. A very large number of the inhabitants, it seems pretty certain, must be displaced if the provisions of the Bill are enforced, and the anxious question arises how the housing of these displaced ones is to be provided for. It can hardly be wise or prudent for a Government which should, and no doubt does, have the best interests of the Colony at heart to put into force measures having such effects without some time being spent in the question of providing remedial measures for such effects of its legislation, and one would have liked to hear a good deal of this in the most important point, and I cannot help thinking it most unfortunate, to put it in the midst of a matter that Government has said nothing on this matter. As to the many technical bearings of the portion of the Bill specially referring to building it is hardly possible for a non-expert to say exactly how these will work out in practice, but we have had considerable assistance in forming some appreciation of these from the results of the researches the various property owners made through their professional advisers. One thing I feel sure the community ardently desires to arrive at in regard to this matter, if possible, is some sort of finality in regard to such legislation. I observe that Mr. Chadwick in his remarks on the Bill he drew up says that his Draft Ordinance "has for its object the avoidance of the necessity for further sanitary legislation for the next few years," which qualification is in a sense rather disquieting, to say the least, and is likely to be productive of considerable misgivings on the part of those interested in property here, as well as on the part of the general public, for since the first visitation of the plague in 1894 we have had no fewer than 4 new or amended Ordinances brought into force relating to building; the last as late as 1901, and 11 relating to sanitation and kindred matters; and the Bill now before us proposes to repeal in part or in full no fewer than 23 Ordinances, all relating to building and sanitation, and passed in the comparatively

short space of the past 15 years, and this continual introduction of fresh legislation bearing on the same subjects cannot fail to have, and does have, the effect of creating misgivings and great uncertainty in the minds of the public, which must be bad for the place and its prosperity. If only the public could be reassured on this point it would, to say the least, be a very great benefit all round. Another matter closely identified with these measures is the provision of an adequate staff in the Sanitary and Public Works Departments to ensure their being efficiently carried out. Without these the objects aimed at by the Bill will be considerably impaired, if not nullified, and I would desire to make strong representations on this point. In regard to the question of compensation, there will undoubtedly be some difference of opinion. This question of compensation for disturbance is no doubt a thorny one, but it has nevertheless to be handled, and personally I think that Crown lessees have many good and valid reasons to advance why they should not be treated any worse in respect of this than the home laws allow in like instances. I understand that in the ground they take up in this matter, and a very reasonable ground it seems to me. In ordinary everyday life if two persons enter into an agreement and if subsequently one of the parties to that agreement desires to vary or modify any of the terms thereof, such could only be done by mutual arrangement, and by the payment of compensation for any loss to the other party which might be shown to be brought about by the changes proposed, and so in like manner with the changes necessitated by this Bill. The Government in days gone by have leased certain lands on certain terms and conditions to certain lessees, and it is now proposed to in various ways modify the terms of these Crown leases, or to impose conditions connected with the use and enjoyment of the land which were not in existence when the Government sold the land, and which will to some extent interfere with the rights in the properties concerned. Broadly speaking it appears to me that if the laws have been observed by the Crown lessees, the law governing the laying out of their property, and that relating to the construction and occupation, &c., of the buildings, if all these have been complied with, and if another law be now introduced and put into force modifying or altering these such modifications and alterations may be introduced for the benefit of the Colony and public at large, the Government in all fairness ought to hear the views of the lessees, and to compensate them fairly for the sacrifices involved. Reform has been asked for by the Colony, and this Bill seems to provide for a large measure of this, and we should feel satisfied that this is being done, for reforms have undoubtedly been greatly needed. But these other considerations have also to be reckoned with, and it would be a very un-British-like proceeding to meddle with well established and recognized rights without due compensation. I trust therefore that in dealing with this most vital point of fairness, if not liberality, will be the motto governing the practice. Much has been alleged at times as to the inequities of the landlord class, but I look upon that as a sort of natural antipathy on the part of the poor of the East to the paying landlord towards the comparatively few rent receivers, commonly dubbed the "greasing" and "landlords," but it must be recollected that these last have their rights as well as the others, rights which have always been most jealously guarded by the British legislature, and in this case the rights under which they hold their land from the Crown appear to be threatened with serious alterations or modifications by this Bill, which provides for some measure of compensation. But these further considerations in certain respects seem to me to be the absolute necessities, if the provisions of this Bill are to be put into force, that the matter of resumptions, and subsequent laying out of other resumed properties be only carried out under some well considered and definite plan. We have a pretty bad example before us of the evils resulting from the haphazard style in the past of laying out the land, and it will never do to let anything of that sort become the fashion in regard to resumptions and subsequent laying out. It may be said with truth that in nearly every respect the necessity for this Bill has been brought about by the necessity for repairing the evil resulting from past neglect and faulty legislation.

Hon. G. W. F. PLAYFAIR.—Your Excellency, in the first place I desire to express thanks to the hon. member whose labours and investigations fully justified the petition sent to him by the Secretary of State. Thanks are also due to Mr. Chamberlain for so promptly taking notice of it, and thanks to the Government for taking the steps to put it through. The Bill, which is a large and comprehensive one, and one which should do a great deal to remove the black record of overcrowding, filth, and insanitary conditions with their natural concomitant of disease and plague. I was very much amused at the hon. member's trying to say that black was white over a certain clause in the end of the petition, but I repudiate the construction he tried to put upon it. As chairman of that committee which sent in the petition, I utterly repudiate it on my own behalf and on those who signed it. It does not stand to reason that any sensible person would accept the construction put upon it. I may say personally that I am thoroughly in favour of this Bill. Personally, the alterations and additions which have been made in the new addition to the Bill I thoroughly approve of. In fact, it was almost in line with what I stated in the month of July, but regards land properties. I am afraid the Senior Unofficial Member rather took upon himself too much when he included me in saying he was speaking for the unofficial members, for he has not consulted the unofficials and I have to repudiate anything he said in favour of more compensation for articles. The Senior Unofficial Member referred to the random getting as much per cent.—that is the root of the whole matter, so much per cent. That is why they buy land property, because they get far more than from any ordinary investment.

When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE

Painkiller

[272]

and why should they be considered? They have put up the rents at the least 100 per cent. in the last ten years. Are you asking the ratepayers to go and save them? There are two sides to that; the ratepayers have also to be considered. I am afraid the Senior Unofficial Member is rather holding a brief for the landlords. He referred to the displaced population. Do you propose to displace the population all at once, and the process will not automatically. New houses will be built gradually; the tram will extend; and the whole thing is a bagbear to think that it will be taken as a reason that the Bill should not be proceeded with on these lines. I had intended to go into matters on the report of the Commission, printed by Sir William Robinson, but I was glad to hear that the Attorney-General went into that thoroughly. It is a most important point to see the signatures of the petition. I simply wish to say for myself that I am thoroughly in accord with the Bill, and most intelligent people in the Colony are, notwithstanding the opinions of my friend the Attorney-General. (Applause.)

H.E. THE G. VERNON.—In view of some observations that have been made by one or two members, especially by Mr. Sharp, I should be glad to explain in reference to this Bill that there is nothing in the Bill now before the Council that was not in the original Bill. The difference is that certain things have been deleted, and I think that if he looks over and compares the Bills the hon. member will see that except in a very few instances the one thing they had gone into in the new Bill was the compensation question. It is a repetition of a large portion of the Bill as introduced originally. We have considered it at length. The hon. member in his observations said very properly that there had been frequent legislation on the subject of sanitation, and the hon. member quoted quite a large number of measures which had been passed within the past few years on sanitation and deprecated the introduction at frequent intervals of fresh legislation. I quite agree with the hon. member in his view as to the inadvisability of that, but I think if we look over this Bill you will find that it is a consolidation Bill and there is really very little fresh legislation in it. In the previous sanitation ordinances are consolidated to enable the people of the Sanitary Department to have in their hands everything that is known in the Colony, everything that is law with reference to their particular duty; and instead of having to rummage over the vast number of years of all the ordinances of this kind in force are brought together and placed in one ordinance to which the Sanitary Department officials can refer. I think the hon. member will agree that it is better that the laws should be so consolidated than that the Sanitary Department should be compelled to look over a large number of ordinances to make themselves acquainted with them and so on. I brought forward a question that has been brought forward by the hon. member in the question of what is to be done with the large number of people who must be displaced by the operations of this Ordinance. I quite agree with that. But then, on the other hand, the Ordinance is not going to act at a moment's notice. Action must necessarily be slow and the broad question will present itself to us whether it is better that we should suddenly undertake a large measure of socialist legislation by the Government entering with the public money into competition with those whose business it is to build and supply houses for the accommodation of the people or whether we should leave that to the ordinary operation of commercial principles; and my own view is that it is better to leave it to the ordinary operation, especially here in Hongkong where there are societies and individuals who have money and are quite ready to supply it when they find that the public require it. With regard to the remarks of Mr. Playfair I must say I differ a little with him in his estimate with reference to the petition that was sent home, because I think that if he will take the trouble to read carefully Mr. Chadwick's report it has completely blown out of the water his own statement that the Government or the Public Works Department had neglected the recommendations made by Mr. Chadwick. However, I made these few observations because I understood the Attorney-General does not wish to answer them, as perhaps he has not studied these matters so carefully as I have done for two or three years. I earnestly hope that this Bill will go through and I hope we will find some facility in this necessary legislation on sanitary matters, and that the result will be what we all hope, beneficial to this Colony and possibly in the future it may prevent the recurrence of these terrible epidemics of plague which have done so much mischief in the past. (Applause.) The Bill was read a second time, and the Council adjourned until next Thursday.

THE RAVAGES OF WAR.

Of war's ravages dwellers in South Africa know too much, but fortunately not all. There is surely nothing more depressing than the spectacle of burnt and looted villages and farms, vineyards and fruit fields wasted and spoiled, with here and there a few miserable hovels of wretchedness. Of all these horrors this continent can furnish examples enough and to spare; yet when compared with the desolation which marked the track of the invading army through highly-cultivated and populous France in 1870-71, there is scarce a sign of damage in the theatre of the late war.

The war waged by disease against man is in many respects like the war waged by man against man. Its most important difference is that it knows no peace, but fights ceaselessly until it slays or is slain. It knows nothing either of armistice or compromise. There could surely be no greater torture than to slowly starve to death in the midst of plenty," writes Mr. J. Kelly, of Dobson Street, Port Elizabeth, S.A., on March 12, 1892, "yet that was the fate which once stared me in the face. For thirteen years I was afflicted with tapeworm, and from being a strong and healthy man declined to a state of weakness and emaciation. I derived little or no nourishment from food and my consequent institute rendered me quite unfit for my ordinary daily work. I was living at Durban at the time, and the doctor who had charge of my case there tried several methods to free me of my trouble, but was powerless to effect that which Mother Seig's Curative Syrup afterwards so speedily accomplished. On several occasions I was made to abstain from solid food for as long as five consecutive days, and for months at a time I lived without requiring the aid of a knife and fork. One mixture, which my doctor gave me as a last resort, I took for four months, and at the end of that time was as bad as ever. I often think of that time with a shudder, but the bitterest part is to know, as I do now, that the misery was quite unnecessary. Having met with a pamphlet which described how others who had suffered from the same complaint had been cured by Mother Seig's Curative Syrup, I at

once perceived that the treatment to which I had submitted was entirely wrong. I resolved to take a course of it, and my resolution was rewarded with complete success. Unlike the ineffectual attempts to starve or poison the cause of my trouble, Mother Seig's Curative Syrup gave power to the stomach to perform its natural function, and by removing all impurities from the system completely freed me of my torment. It took only six bottles to produce this grand result."

Mrs. Jane Edworthy, of Dobson Street, Port Elizabeth, S.A., deceased on February 28, 1902, the relief she had experienced from a totally different remedy by employing the same means as had restored Mr. Kelly to health. "I suffered," says Mrs. Edworthy, "from general weakness and a dreadful bearing-down sensation. Fearful headaches reduced me to such a state of weakness that at last I was unable to do little things for myself, and I was much troubled by a sharp pain between the shoulders. Mother Seig's Curative Syrup having been recommended to me, I was induced to try a bottle, and experienced so much benefit from it that I bought two others. These three bottles completed my cure—a thing which some of the best doctors in the country had failed to achieve. I have never since been without it in the house, and am always glad of an opportunity to tell others what it has done for me."

LADIES RECREATION CLUB.

SUBSCRIPTION BALL.

A SUBSCRIPTION BALL is one of the funds required for the new fully-furnished Croquet Lawn will be held at the CITY HALL, on TUESDAY, 9th DECEMBER, from 9.30 P.M. to 12.30 A.M. Transferable Tickets, price \$5 each, to be paid for at the time of application, can be obtained by any persons by applying to the undersigned or to any Member of the Committee of the Ladies Recreation Club. There will be a Late Train to the Peak and a Late Launch to Kowloon.

F. A. SAUNDERS, Hon. Sec., Ball Committee. Address: "Kellert Crest," or Care of Union Insurance Society of Canton, Ltd., Hongkong, 26th November, 1902. [2982]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the Members of the above Club will be held at the GRAND STAND, Racecourse, Enclowre, at 5 P.M., TO-DAY (FRIDAY), the 28th inst.

Business:—To pass the Programme of the Race Meeting to be held in February, next. By Order,

J. GRANT, Secretary.

Hongkong, 21st November, 1902. [3099]

HONGKONG REGATTA, 1902.

ENTRIES for the forthcoming REGATTA will be CLOSED TO-MORROW (SATURDAY), the 29th inst., at 7 P.M. Entries for the Light Gigs, Men-of-War Outfitters, Gigs and Whalers, will be Post Entries.

FRANK W. WHITE, Hon. Secretary, V.R.C., C. H. GALE, Hon. Secretary, H.K.B.C. Hongkong, 24th November, 1902. [3158]

JUST PUBLISHED—2ND (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

PRESS NOTICES.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—"SHANGHAI MERCURY." "Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are today, of what has been accomplished under M. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it stands present. Altogether, this is a book to read."—"HONGKONG TIMES."

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION. Hongkong, 17th October, 1902. [2776]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Fing W.

J. W. KEW, Manager, 20, Des Voeux Road. Hongkong, 13th June, 1902. [1615]

M. R. CHADWICK, K.E.W.

DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M. Hongkong, 19th March, 1902. [2458]

SPECIAL ILLUSTRATED CORONATION SUPPLEMENT TO THE "HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE SECOND EDITION. On Sale at 10 Cents a copy to clear.

Address: MANAGERS, "Hongkong Daily Press" Office.

FOR SALE MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to WUCHOW, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1902. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office, Hongkong, 25th July, 1902.

FASHIONS FOR 1902-03

MAY NOW BE SEEN IN OUR

DRESSMAKING DEPARTMENT.

EVENING GOWNS,

BALL AND WEDDING DRESSES,

WALKING AND AFTERNOON COSTUMES,

IN THE LATEST FRENCH, ENGLISH, AND AMERICAN STYLES.

SEASON'S STOCK OF RICH APPLIQUE TRIMMINGS, LACES, SILKS,

SATINS, PEAU DU SOLE, CREPE DE CHENE, CHIFFONS, GAUZES, &c.

OPERA CLOAKS.

WINTER COATS, JACKETS, AND FURS.

WM. POWELL, LIMITED,

34, QUEEN'S ROAD (UPSTAIRS).

[2978]

Soap with bad fats and

free alkalies causes blotches.

VINOLIA never does this.

[347-1]

HAPPY IS THE MAN WITH A PACKET OF

OGDEN'S

"GUINEA GOLD"

CIGARETTES

THE A1 SMOKE FOR ABSOLUTE PURITY & FRAGRANCE.

FOR SALE AT—

KRUSE & CO.

[2963-4]

SMITH PREMIER TYPEWRITERS.

WORLD RENOWNED AND LEADING

EVERYWHERE.

WITH REQUISITES IN STOCK.

WM. MEYERINK & CO.

SOLE AGENTS FOR SOUTH CHINA.

[2741]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1153]

JAPAN  COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—43, SAKAKOTO-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HONG KONG STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Kobe, Yokohama, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomuro, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Kishima, Mameda, Manoura, Onoura, Otsu, Sasehara, Takakura, Yoshinotsu, Yoshio, Yanokibara, &c. other Coals.

N. INUZUKA, Manager, Hongkong.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via PORTS OF CALL.	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 6th December, at Noon.
LONDON	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th December, at Noon.
AMSTERDAM & LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th January.
AMSTERDAM & LONDON	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th January.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th January.
LIVERPOOL DIRECT	ALCIBIOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th January.
MARSEILLES, LONDON & ANTWERP	SYDNEY	Brit. str.	—	J. W. McMillan	NIPPON YUSEN KAISHA	On 24th January.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	E. Spicer, R.N.R.	Messageries Maritimes	On 24th January.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Brit. str.	—	J. MacKenzie	P. & O. S. N. Co.	On 24th January.
MARSEILLES, HAVRE, LONDON & ANTWERP	TEENKAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th January.
BREMEN via PORTS OF CALL.	KLAUSCHOW	Ger. str.	2 m.	P. Lunschloss	HAMBURG-AMERIKA LINE	On 31st December.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Borch	HAMBURG-AMERIKA LINE	On 31st December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Jahrg	HAMBURG-AMERIKA LINE	On 14th January.
HAVRE & HAMBURG	NORDDEUTSCHER	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINE	On 14th January.
HAVRE & HAMBURG	WURDERS	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINE	On 14th January.
HAVRE & HAMBURG	C. FRED. LAMISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINE	On 14th January.
GENOA & HAMBURG	BENNOIR	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	On 14th January.
GENOA & HAMBURG	ALESIA	Brit. str.	—	Schaarschmidt	HAMBURG-AMERIKA LINE	On 14th January.
NEW YORK via PORTS & SUEZ CANAL	BOULDER KNIGHT	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th January.
NEW YORK via PORTS	ADRIA	Brit. str.	—	Schaarschmidt	HAMBURG-AMERIKA LINE	On 14th January.
VANCOUVER via SHANGHAI & C.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 14th January.
VANCOUVER via SHANGHAI & C.	EMPEROR OF JAPAN	Brit. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 14th January.
VICTORIA (B.C.) & SEATTLE via SHANGHAI & C.	IMO MARU	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 14th January.
VICTORIA (B.C.) & SEATTLE via SHANGHAI & C.	MOUSE	Brit. str.	2 m.	G. E. Warner	DODWELL & CO., LTD.	On 14th January.
VICTORIA (B.C.) & SEATTLE via SHANGHAI & C.	CHANGHAI	Brit. str.	2 m.	A. E. Hollingsworth	PORTLAND & ASIATIC STEAMSHIP CO.	On 14th January.
ALASKA via PORTS OF CALL.	REPAIR	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 14th January.
ALASKA via PORTS OF CALL.	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th January.
Kobe & YOKOHAMA	HIROSHIMA MARU	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th January.
Kobe & YOKOHAMA	KUMANO MARU	Brit. str.	2 m.	F. W. Haswell	NIPPON YUSEN KAISHA	On 14th January.
NAGASAKI, Kobe & YOKOHAMA	BINGO MARU	Brit. str.	—	T. Davies	P. & O. S. N. Co.	On 14th January.
NAGASAKI, Kobe & YOKOHAMA	MARUO	Brit. str.	—	G. Phillips, R.N.R.	Messageries Maritimes	On 14th January.
SHANGHAI, MOJO & Kobe	CHANGHAI	Brit. str.	—	Schmitz	BUTTERFIELD & SWIRE	On 14th January.
SHANGHAI, MOJO & Kobe	POOCHOW	Brit. str.	2 m.	W. B. Palmer, R.N.R.	BUTTERFIELD & SWIRE	On 14th January.
SHANGHAI	VALETTA	Brit. str.	—	Perutz	MELCHERS & CO.	On 14th January.
SHANGHAI	KORBA	Brit. str.	—	I. Goto	OSAKA SHOSHIN KAISHA	On 14th January.
SHANGHAI, PORT ARTHUR & VLADIVOSTOK	ANTUNG MARU	Brit. str.	1 m.	T. W. Groves	OSAKA SHOSHIN KAISHA	On 14th January.
TAMU via SWATOW & AMOY	DAIJI MARU	Brit. str.	1 m.	Horiguchi	DOUGLAS LARPAK & CO.	On 14th January.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 m.	W. Lawen	MIYU BUSAN KAISHA	On 14th January.
MANILA	ROSETTA MARU	Brit. str.	2 m.	R. Roder	SHAW, TOMES & CO.	On 14th January.
MANILA DIRECT	KAWIRO	Brit. str.	—	W. W. Cook, R.N.R.	SHAW, TOMES & CO.	On 14th January.
SINGAPORE, PENANG, COLOMBO & BOMBAY	HIENSHIN	Brit. str.	—	K. Kori	P. & O. S. N. Co.	On 14th January.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 14th January.

SHIPPING.

ARRIVALS.
Nov. 25, TELEGRAPH, British str., 1.34 J. Williams, Saigon—2nd Nov., Rice—CHINESE.
Nov. 25, PROSPER, Norwegian str., 8.50 J. Richardson, Manila—23rd Nov., Ballast—CHINESE.
Nov. 27, BAYERN, Ger. str., 3.12 H. Blocker, Hamburg—16th Oct. and Singapore—22nd Nov., Mail and General—MELCHERS & CO.
Nov. 27, EDITH, Norwegian str., from Canton.
Nov. 27, MARCONI, British steamer, 3.27 G. Phillips, Bombay—24th Nov. and Singapore—25th General—P. & O. S. N. Co.
Nov. 27, SPAIN, Norwegian str., from Canton.
Nov. 27, TOSHIKAWA MARU, Japanese str., 2.50 I. Narasaka, Moji—21st Nov., Coal—M. B. KAISHA.
Nov. 27, WINGSON, British str., 1.57 T. H. Sells, Shanghai—22nd Nov. and Swatow—24th General—JARDINE, MATHESON & CO.

CLEARANCES.

At the HONGKONG MARINE OFFICE
27th November.
Amigo, German str., for Saigon.
Dorothea, British str., for Saigon.
Chongchong, British str., for Canton.
Capit, British str., for San Francisco.
Emma, Japanese, German str., for Saigon.
Hoching, British str., for Swatow.
Kikashin Maru, Japanese str., for Moji.
Kikashin Maru, Japanese str., for Manila.
Loochow, German str., for Bangkok.
Plebe, German str., for Swatow.
Tiel, Austrian str., for Singapore.
Tsurugawa Maru, Japanese str., for Kichinotzu.

DEPARTURES.

27th November.
Amigo, German str., for Saigon.
Chongchong, British str., for Canton.
Kikashin Maru, Japanese str., for Swatow.
Kikashin Maru, Japanese str., for Moji.
Loochow, German str., for Bangkok.
Plebe, German str., for Swatow.
Tiel, Austrian str., for Singapore.
Tsurugawa Maru, Japanese str., for Kichinotzu.

SHIPPING REPORTS.

The British steamer Wingson, from Shanghai 2nd Nov. and Swatow 24th, had strong monsoon and high following sea with clear weather.
The Japanese steamer Tsurugawa Maru, from Moji 21st Nov., had strong N.E. monsoon and equally weather with occasional slight rain and following high sea.

VESSELS IN DOCK.

At the HONGKONG DOCK—Victoria, Yihang, Yoon Docks—H.L.G.M.S. Tiger, Bgg. do. Zari, Poonat, Pook, Phoenyx, Sagu, do. Metropolitan Dock—Indraguna.

VESSELS IN THE BERTH.

CHINA NAVIGATION CO., LD.
HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.
NEXT SAILINGS.
"CHANGSHAI" leaves on 5th December.
"CHINGTUNG" " " 24th December.
"TAIYUAN" " " 29th January.
"TSINAN" " " 16th February.
Superior accommodation, amplitudes, Electric Light throughout, Fitted with Refrigerators which ensure a fresh supply of ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.
BUTTERFIELD & SWIRE
Agents
CHINA NAVIGATION CO., LD.
Hongkong, 15th November, 1902. [1901]
NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBTS contracted by the Officers or the Crew of the following Vessels during their stay at Hongkong Harbour.

DAYLIGHT, British 4-m. barque, James Reade.
Standard Oil Co.
MANUEL LLAGUNA, American ship, Nichols—Standard Oil Co.

VESSELS ON THE BERTH.

ALTERATION.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.
The Company's Steamship

"HAICHING."
Captain Holdings will be despatched for the above ports TO-DAY, the 28th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.

Hongkong, 27th November, 1902. [3151]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, LOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at SYDNEY, P.M., the Company's Steamship "SYDNEY," Captain Negro, with Mails Passengers, Spices and Cargo, will leave this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the S. Polynesia, which vessel takes on her Passengers and Mails, leaving this Port on the 13th December, direct to Suez, Port Said and Marseilles.

Cargo and Spices will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Spices and Parcels until 3 P.M., on the 30th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 19th November, 1902. [2]



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

The Company's well-known Steamship

"ROSETTA MARU"

3,870 Tons, Captain N. Tate, will be despatched for MANILA on WEDNESDAY, the 3rd December, at Noon.

To be followed by "BOHILLA MARU," on or about the 6th December.

Magnificent Accommodation, Comfortable Cabin, Excellent Table, Unparalleled Speed, Electric Light, Doctor and Stewards carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Princes Buildings, Ice House Street, Hongkong, 27th November, 1902. [16]

NATAL LINE OF STEAMERS.
The Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INTER-CHINA STEAM NAVIGATION CO.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars apply to DODWELL & COMPANY, LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 13 knots.

SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.	(SUBJECT TO ALTERATION.)	SAILING DATES.
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 3rd Dec.	
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 17th Dec.	
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 3rd Dec.	
R.M.S. "EMPERESS OF CHINA" 3,910 Tons	WEDNESDAY, 14th Jan.	
R.M.S. "EMPERESS OF INDIA" 3,760 Tons	WEDNESDAY, 14th Feb.	
R.M.S. "TANTAR" 4,425 Tons	WEDNESDAY, 26th Feb.	
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 14th Mar.	
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 18th Mar.	
R.M.S. "EMPERESS OF CHINA" 3,910 Tons	WEDNESDAY, 1st April	
R.M.S. "EMPERESS OF INDIA" 3,760 Tons	WEDNESDAY, 22nd April	
R.M.S. "TANTAR" 4,425 Tons	WEDNESDAY, 6th May	
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 18th May	
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 27th May	

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TANTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 1, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route—through its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service from Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE TRIPING CABS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. A. BROWN & CO., General Agent, Pender Street.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
GLENOCLE	G. E. Warner	3,750	December 16th
TACOMA	A. Dixon	2,811	December 17th
TREMONT	G. E. Warner	6,000	December 30th
VICTORIA	J. Pantou	3,402	January 3rd

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 15th November, 1902. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJO, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	December 1, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902
"INDRAVELLI"	4,899	W. C. Craven	January 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMEBON, GENERAL AGENT.
Hongkong, 26th November, 1902. [14]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, BREMEN, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 3rd Dec. Freight
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 17th Dec. Freight
ADRIA	NEW YORK, via PORTS (Calling at Singapore and Penang)	On 17th Dec. Freight
ALESIA	GENOA and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight
NORDDEUTSCHER	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 13th Jan. Freight
SILEZIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 27th Jan. Freight
WURZBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 10th Feb. Freight
C. FRED. LAMISZ	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 24th Feb. Freight

For Further Particulars, apply to **HAMBURG-AMERIKA LINIE.**
HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [13]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 25th Nov. at Noon.
E. W. Haswell	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 29th Nov. at DAYLIGHT.
BINGO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 1st Dec. at 4 P.M.
HIROSHIMA MARU	KOBE and YOKOHAMA	TUESDAY, 2nd Dec. at Noon.
T. Murai	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBE and YOKOHAMA	TUESDAY, 2nd Dec. at 4 P.M.
Iyo Maru	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec. at Noon.
KAGOSHIMA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th Dec. at DAYLIGHT.
K. Kori	—	—

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of traveling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS OF THE LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* KLAUSCHOW	WEDNESDAY 10th December
* BAYERN	WEDNESDAY 24th December
* KONG ALBERT	WEDNESDAY 7th Jan. 1903
* PRINCESS TRENE	WEDNESDAY 21st Jan. 1903
* DARMSTADT	WEDNESDAY 4th Feb. 1903
* KARLSRUHE	WEDNESDAY 18th Feb. 1903
* PREUSSEN	WEDNESDAY 4th Mar. 1903
* HAMBURG	WEDNESDAY 18th Mar. 1903
* PRINZ HEINRICH	WEDNESDAY 1st April 1903
* SACHSEN	WEDNESDAY 15th April 1903
* KLAUSCHOW	WEDNESDAY 29th April 1903
* BAYERN	WEDNESDAY 13th May 1903
* KONG ALBERT	WEDNESDAY 27th May 1903

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the steamship "KLAUSCHOW" of the HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 8th December. Cargo and Spices will be received on board until 5 P.M. on TUESDAY, the 9th December, and Parcels will be received at the Agency's Office and NOON on TUESDAY, the 9th December.

Contents of Packages are required. To Parcel Receipts will be signed for less than \$150 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to **NORDDEUTSCHER LLOYD.**
MELCHERS & CO., AGENTS

OCEAN STEAM SHIP COMPANY, LTD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"PELEUS"	On 1st December.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 15th December.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL.	"PELOMACHUS"	On 8th January.
HOMWARDS.		
FOR	STEAMERS	DATE
AMSTERDAM and LONDON.	"TANTALUS"	On 2nd December.
LIVERPOOL DIRECT.	"ALCINOUS"	On 24th December.
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.
AMSTERDAM and LONDON.	"PELEUS"	On 6th January.
LONDON.	"ANTENOR"	On 29th January.
LIVERPOOL.	"TYDEUS"	On 20th January.

Hongkong, 27th November, 1902.

BUTTERFIELD & SWIRE, AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"MOYUN"	On 30th November.
GLASGOW and LIVERPOOL.	"COCHIN"	On 10th December.
GLASGOW and LIVERPOOL.	"NINGCHOW"	On 25th December.
HOMWARDS.		
FOR	STEAMERS	DATE
MARSEILLES, HAVRE, LON- DON and ANTWERP.	"TESAKAI"	On 20th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"MOYUN"	On 3rd December.
NAGASAKI, KOBE, and YOKOHAMA.	"NINGCHOW"	On 27th December.

The S.S. "MOYUN" left Singapore on the 25th inst., and is expected here on the 30th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th November, 1902.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	DATE
SHANGHAI.	"TIENSIN"	On 1st December.
SHANGHAI.	"FOOCHOW"	On 2nd December.
Kobe and YOKOHAMA.	"CHINGTU"	On 4th December.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"CHANGSHA"	On 5th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th November, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	DATE
TAMSWI, via SWATOW	"DAIJI MARU"	SUNDAY, 30th
AND AMOY	"W. GORON"	November
TAMSWI, via SWATOW	"DALIN MARU"	SUNDAY, 7th
AND AMOY	"T. OGATA"	December
FOOCHOW, via SWATOW	"ANPIN MARU"	WEDNESDAY, 3rd
AND AMOY	"I. GORO"	December

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tsimshui to load all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 25th November, 1902.

T. ABIMA, Manager.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	W. Lawson	Manila Direct.	3rd Dec. at Noon.
ZAFIRO	2540	R. Rodger	do.	10th Dec. at Noon.
PERLA	1980	J. McGilly		
DIAMANT	1980	A. H. Nately		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Company's Steamship

"TONKIN."

Captain Schmitt, will be despatched for the above ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th November, 1902.

"BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP.

The Steamship

"BENMOHE"

Captain Wallace, will be despatched, as above, on or about the 10th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th November, 1902.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd November, 1902.

REGULAR SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.	DATE
"BORDE KNIGHT" About 24th Nov.	
"ORONO" " " " " 10th Dec.	
"CROYDON" " " " " 20th Dec.	
"MOGUL" " " " " 3rd Jan.	
"HINDUSTAN" " " " " 15th Jan.	
"MACDOFF" " " " " To follow.	
"SHIMOSA" " " " " To follow.	

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 22nd November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR EASTERN, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"PAERAMATTA"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 6th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th November, 1902.

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 23rd November, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex a.s. Victoria.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 25th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd November, 1902.

NOTICE.

CONSIGNEES of Cargo per Steamship

"KENNEBEC"

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of loading of the Vessel will be landed and stored at Consignees' expense.

No Fire Insurance will be effected by us in any case whatever.

STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, By J. W. BOLLES, Agent.

Hongkong, 24th November, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st prox. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 2nd prox., or they will not be recognised.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., the 28th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th November, 1902.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE MASON'S HALL, 2, Strand Street, on MONDAY, the 1st DECEMBER, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th November, 1902.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL FIDELITY.

ANHEUSER BUSH BREWING ASSOCIATION, ST. LOUIS.

BEANS IN OUTRIG AND QUALITY.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

850 Per Annum.

PRIVATE LINES.

500 Per Annum.

NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATIONS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATION

ERECTED AND KEPT IN ORDER

Estimates given for all kinds of Electrical work

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to

V. STUART HARRISON, A.M. Inst. C.E. Manager.

Note Address—No. 2, Ice House Road, Hongkong, 18th January, 1893.

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS—"CARMICHAEL," HONGKONG.

A B C Code, 4th Edition

A Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st Jan. 1901.

ASK FOR CORONATION CUP.

A most delightful Beverage just produced by a well-known Firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER.

A Celebrated Beverage filled in Patent Codd-neck bottles to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a network of dirt.

No "scamping" of common workmen, especially Chinese.

Apply to

THE ROYAL BRITISH WATER MANUFACTURING OFFICE.

Telephone 387.

Depot—Ice House Street, Telephone 374.

F. P. DANENBERG, Manager.

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901.

NOTICE.

WE, the BAN AN STEAMSHIP COMPANY, LIMITED, of Victoria, Hongkong, HEREBY GIVE NOTICE that in consequence of change of owners, we have applied to the Board of Trade under section 47 of the Merchant Shipping Act, 1854, in respect of the ship "ESMERALDA" of Hongkong, Official Number 95389, of Gross Tonnage 1,495 tons, Register Tonnage 91 tons, heretofore owned by The China and Manila Steamship Company, Limited, for permission to change her name to "AN PHU" and to have her registered in the new name at the Port of Hongkong as owned by the Ban An Steamship Company, Limited.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within 7 days from the appearance of this advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902.

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN.

33, Des Vaux Road Central, Hongkong.

From the University of Pennsylvania, U.S.A. Hongkong, 14th March, 1902.

SUGGESTION DENTIST.

No. 10, D'ARCADE STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 2nd November, 1902.

R. CHAMAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUREN, WIDENER & CO., Sole Agents.

174, WING LOK.

CHEONG SHING GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARE, EMBROIDERY, AND CHINESE GOODS.

Wholesale and Retail, at very moderate prices.

No. 2, QUEEN'S ROAD CENTRAL.

Telephone 1000, 1001, 1002, 1003.

J. J. BERNARD'S.

FILLING AND COLONIAL STAMP DEALER.

No. 39, WINDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 percent Discount Allowed.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, KOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1902.

THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of the lands and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts, is completely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains over 1,000 pages.

Royal Octavo—Complete with Fourteen Maps and Plans,

